

Fourth Gravity Railroad Talk Set for January 17

The fourth configuration of the Delaware and Hudson Canal Company's Gravity Railroad from Carbondale to Honesdale, completed in 1868, will be the subject of a talk presented by Dr. S. Robert Powell on Thursday, January 17.

This talk, on the 1868 roadbed, will take place in Carbondale City Council Chambers on the second floor of City Hall, and will begin at 7 P.M.

The two masterminds behind the 1868 configuration were O. D. Shepherd and Rollin Manville. The improvement that they effected to the line consisted primarily in the enlargement of the dock facilities and dumping ground at Honesdale, the alteration of plane No. 13 at Honesdale, and the construction of a new light car track from Farview down the west side of the mountain to Carbondale, a distance of six miles, on which the cars moved by gravity, eliminating the use of two ascending and eight descending planes. This work was continued through 1867 and completed in the following year, the new track being opened for the movement of light cars on April 21, 1868.

Rollin Manville served as the D&H constructing engineer / superintendent from April, 1857 to March 1, 1869, when Coe F. Young was named Superintendent of the Delaware and Hudson Canal Company.

This presentation on January 17 will be the fourth in an on-going series of monthly presentations on the history of the Delaware and Hudson railroad in the nineteenth century, all sponsored by the Carbondale Historical Society on the third Thursday of the month.

Photo and photo caption:



Plane No. 5, D&H Gravity Railroad. In this photo, the original of which is in the collection of the Waymart Area Historical Society, we are looking down Plane No. 5. At the foot of the plane can be seen the Racket Brook Breaker and the head of Plane No. 4. The bridge shown here crossing Plane No. 5 is the run-around/switchback

bridge that was near the head of Plane No. 5. By means of this run-around, cars could be switched from the loaded track to the light track. Cars moved to the light track would then move through Shepherd's Crook and on down the valley. Plane No. 5 was the steepest plane in the system. Cars moving across this bridge would move from left to right and headed North towards Shepherd's Crook.